

July 24, 1967

Present: Mr. Burch and Mr. Aud.

#### Salary Checks

Mr. W. S. Donaldson discussed method of writing checks for employees under the new tax system. Might use facsimile method, or have someone sign 80 checks each pay period. Mr. Burch and Mr. Aud felt that Mr. Cecil should continue to sign the checks, and only one voucher made for the total payroll. Mr. Guyther will have to check whether or not the treasurer can legally write a check without an individual voucher.

#### Patuxent Water Company Taxes

Mr. Donaldson stated that the firm is refusing to pay interest on taxes owed, as they did not receive the bills until 1966, as the certification did not come down from the state until December of last year. Mr. Guyther has advised accepting the check without interest, and Mr. Burch and Mr. Aud agreed. Mr. Bowles will be consulted about both these actions.

Mr. Bowles came into the meeting.

#### County Bank Deposits

General discussion concerning money deposited in various local banks, and the commissioners agreed that all deposits should be collateralized dollar for dollar. If a deposit exceeds the amount of collateral, the accounts should be reduced to the amount of security. As Tri-County Savings has security only in the amount of \$15,000, it was agreed that deposit exceeding this amount should be withdrawn.

Mr. Donaldson said he will furnish the commissioners with a schedule of deposits and a statement of what can be done with the funds that are to be placed on deposit. He will also obtain a needs schedule from the Board of Education.

#### Hollywood Shores Roads

Mr. Fortin, Mr. Throckmorton, Mr. Autenreith, President of the Hollywood Shores Association. Requested that some of the roads in the subdivision be placed in the county system, some this year and others next year, etc. Streets now have a good gravel base and good drainage, and the county engineer has inspected them. Mr. Autenreith said that this request had been made to the previous commissioners and they had expressed a willingness to take over some of the roads.

Mr. Pantaleo was called into the meeting to discuss the matter. Plats of the subdivision were presented, with the roads they want taken over marked in red. Mr. Pantaleo said he and Mr. Bond will inspect the roads in question. Mr. Pantaleo will draw up some specifications as to what should be done and give the commissioners written recommendations. These people were told that the roads would have to be deeded and platted. Mr. Fortin, Mr. Throckmorton and Mr. Autenreith left the meeting.



General discussion and these people will have to understand that the roads will have to meet the requirements under the subdivision regulations and surface-treat the roads before the county can take them over, and Mr. Pantaleo will take care of this.

Mr. Guyther advised later in the afternoon, that the Hollywood Shores Association would have to have a new resolution setting aside the old resolution dedicating the roads to private use of the residents, and rededicate this to the use of the public. Mr. Pantaleo will write specifications and inform the people that these roads have to be surface-treated before the county can take them over.

#### County Engineer's Assistant

Mr. Pantaleo reported that Mr. F. Dorsey could not help him, but Mr. R. Moore of McCrone, would do this for \$4.00 per hour, and the former had authorized him to proceed with the work on St. Andrews Church Road.

#### Society Hill Streets

Mr. Pantaleo said he is going to check each road that is blacktopped and determine what needs to be done. Mr. Waring has said he will give the county \$7,500 to do the work, but the commissioners agreed that Mr. Pantaleo should follow the regulations as set forth under the subdivision regulations so far as streets being taken into the system is concerned.

#### McLeod

The commissioners agreed that Mr. McLeod's fee should be increased \$5.00 per month to take care of trash pickup in Nicolet Park.

#### SRC Meeting

Messrs. Jerome B. Wolff, C. R. Shinham, Frank Thorp, Walter Addison, J. E. Hawthorne, C. A. Goldeisen, M. C. Thompson, Jr., Douglas Bond, from SRC; Senator Paul Bailey, Delegates John H. Briscoe, Henry Fowler, O. Guyther, J. Frank Raley (Tri-County Council), T. T. Pantaleo, Paul R. Raley, W. S. Donaldson, R. Kirby (Enterprise).

Mr. Wolff opened meeting by stating that we are now at the halfway mark of the six year program for construction of primary and secondary roads, that was begun in 1964. They have made changes and can now see that it is very difficult to make estimates at the beginning of any fixed program, and we should really go into some other form of programming. Costs rise and there is difficulty meeting the schedules.

The program is tending to run 60% over the estimate. In St. Mary's County, \$5.7 million was the allocation, and it now appears that the program will cost \$10.5 million. Under the law, the SRC cannot spend more than the \$5.7 million allotted. Mr. Wolff read from the Jorgenson Report to verify this. Then presented slides to illustrate SRC 18 year improvement needs with cost increase factor figured. He stated that the trend of cost increase is continuing and will do so in the future. He pointed out that higher construction requirements also contribute to the increase factor. Showed slide illustrating the requirements for project



development and stated that programs are not completed in the time allotted, but usually take longer. It is their feeling that there was not enough time to get all the projects done, and there was a certain amount of under-estimation of costs also. (Mr. Henry Fowler came into the meeting at this point.)

Mr. Wolff showed slide of programming for all counties, showing changes in initial cost estimates, and individual one for St. Mary's County. Estimate in 1965-66 was \$1,802,000, cost - \$2,971,000, increase of 64.9%; in 1967-68 estimate was \$3,940,000, cost - \$7,576,000, increase of 92.3%, and will be 83.7% above the estimate for the total program, from \$5,742,000 to \$10,547,000. Reviewed "State Primary and Secondary Highway Construction Program".

On construction of Route 235, Mr. Wolff said it would be more expensive to use the railroad and will be less expensive the way they are doing this. To run all the programs in their present status, they would need \$400,000, and are at a primary station everywhere they are adjacent to the railroad.

The problem they are confronted with now is the fact that only a portion of the road can be finished, and there are no substitutions that can be made. Mr. Wolff said they are going to have to ask for more money, or have the DMV or the state police taken out of the special funds category. These two agencies take \$15,000,000 out of their funds, and might be moved into the general fund category, as they once were. By the time they have gone through all of the counties, it will take at least \$250,000,000, and they would have to wait five years to finish the programs if they do not get additional funds.

Mr. Wolff said that when the \$260,000,000 bond issue was agreed upon, there was \$10.5 million dollars for the Patuxent River Bridge, etc., and \$1.0 million for the Appalachian Program. One thing that could be done would be to let the program run until 1970 when new funds would be available, but the legislature probably would not want to see this done. If we could generate more income, around \$15,000,000, this would help.

Presented slide showing alignment of roads in St. Mary's County, and Mr. Wolff said we probably are not going to get the alignment as laid out on Routes 5 and 235. Mr. Burch asked about status of Route 5, and Mr. Wolff stated that plats are 80% complete, plans 56%, and probably will be completed December 1967. Plats will be ready by August of 1967, it will take four months for right of way, and they will advertise in April 1968. On Route 235, plats are 7% completed, plans 12%, with four months for completion of plats and five months for completion of plans, eight months for right of way, and they have not specified any advertising date.

Mr. Wolff reviewed law stating that if the SRC work is not completed, the county will not lose the total dollar. The work continues until the money runs out, then stops. The county will get the program to the extent that the money is available. The SRC needs legislative authority to extend time and spend money, and they are considering this for the 1968 session. The 5.7 million dollar program for St. Mary's County was accelerated to be spent in four years instead of six, and the program will be continued to this amount, and then stop.

Mr. Wolff feels the SRC should have the right to determine the secondary system. They find that the local governments want to substitute other projects, and this can be a problem. He mentioned that in some instances the state is obliged to make



appropriate connections in order to get federal funds. He further stated that St. Mary's County has a priority for the 5.7 million dollars and the money is there and can be spent. The Hillville contract on Route 235 has been let, and the county must now resolve the question of the order the work is to be done.

Mr. Burch asked about doing Route 5 immediately, that portion coming into Leonardtown. Mr. Wolff said that Route would be done, and they are going into advertising next spring. On Route 235, a sequence of order could be suggested and followed until the money runs out. The section from Route 5 to Laurel Grove could go out next month, and this would complete three miles of road. This could be done if the intent was just to spend money as fast possible.

Mr. Wolff stated that Route 235 was delayed because of the railroad. (Senator Paul Bailey came into the meeting at this point.) Mr. Wolff said they do not want a closed section through Hollywood, and that there should be a by-pass through this small community. He said they can make a recommendation on the sequence and also recommend moving into those areas they feel they can build, as Route 5. There is also a section of Route 235 out of Lexington Park that is ready to go, approximately two miles. They can let the county make choices and suggest options that might be used.

It was mentioned that the county has indicated to the government that it wants to purchase the railroad, and GSA said they will give the county precedence over the SRC. Mr. Bowles said that the electric company would be willing to buy the railroad and Senator Bailey said he was against this, they do not have such authority. Senator Raley stated that the commissioners do have this authority, to accept the railroad from the electric company. Senator Bailey asked the commissioners to state how they felt individually about the county purchasing the railroad, and Mr. Burch said he was in favor of this, Mr. Aud stated he was neither for or against it, and Mr. Bowles stated that the commissioners stated at a meeting with GSA yesterday, that if the railroad can be obtained for the county, they wanted this done. Mr. Wolff said that the matter of the railroad must be settled before they can proceed on Route 235.

Mr. Wolff said they are not going to be able to look at anything until they have gone over all the counties. He feels that by September they can give the commissions a projected date for completion of projects and also make recommendations. Then a sequence of construction can be worked out. However, there was no reason to delay the section from Laurel Grove to Route 5.

Concerning the Patuxent River Bridge, Mr. Wolff stated that the navy wants certain information and data so that they can form a judgment. They also want to know what the cost estimates are, and Mr. Wolff said that the SRC will give them all the information they can reasonably give them. They have heard that some of the higher officials in the navy are unhappy about possible location of the bridge. There is also the possibility of the deep waterport being located at one site selected, and this is causing problems. Mr. Wolff said he called the Port Authority in Baltimore and they are not indicating any position at all so far as the application for a permit for a port is concerned. Mr. Grubb of the SRC inspected the area and said they should have 180 feet clearance, but this would increase the cost of the bridge by two million dollars and very possibly more. Under the bond issue, 10.6 million dollars has been authorized, and there is a problem planning for the bridge and its



uses, and the SRC does not want to compete for uses of areas. Zoning helps them, and they would like to have a reconciliation of affairs on the waterway. The SRC will do the planning, but they want the county to advise them on how they are thinking on the planning of the bridge.

Senator Raley stated that of the 60 million dollar bond issue, this was the only project that had the direct approval of the commissioner. The bill did not say anything about the amount of money. He asked how the SRC arrived at the 10.6 million dollar figure? Mr. Wolff read from 211P, authorizing the money that was put into the bond authorization. It was approved on June 29, 1966, and he has a copy of the approval as signed by Governor Tawes and Mr. Funk. Senator Raley asked Mr. Wolff to find out if the bridge could be built at a greater cost than the 10.6 million dollars appropriated, and the latter said he would.

Senator Bailey stated that the Department of Chesapeake Bay Affairs and the Solomons Laboratory are also concerned about possibility of large ships coming into the Patuxent and polluting the river.

Mr. Wolff said that legally, they could build the bridge up 1.5 miles from Point Patience. He said that Calvert County wanted to have a meeting with St. Mary's County legislators and the commissioners, and present a solid front on this matter. Mr. Burch said he would like to make a physical inspection of the locations in both counties where the bridge would touch, as he is concerned about approach roads. According to Senator Raley, the bridge has the highest priority, and Mr. Wolff said he will make available to the senator the document naming this. He pointed out that there were other projects on the same statute, and reviewed same.

Mr. Wolff said the design would take about 18 months. Mr. Thompson said that if the bridge is moved up 1.5 miles, we would not be on navy property, whereas the location from Point Patience is on navy property.

This portion of meeting concluded, and everyone left except the commissioners, Mr. Guyther, Mr. Donaldson, Mr. Pantaleo, Mr. Raley.

#### Tire Bids

Bids for furnishing tires for one year to the sheriff's department cars opened with low bidder as follows:

Quade Tire Co. - Goodrich Silverton 660, \$18.17 for 815X15,  
 \$19.97 for 845X15, \$1.50 trade-in on each  
 tire, \$1.50 charge for mounting and balancing  
 each tire.

Mr. Aud made motion, seconded by Mr. Bowles that contract be awarded to this firm, passed unanimously. Quade Tire Company will be so notified.

#### Leonardtowntown Boatramp

Mr. Pantaleo reported that the work on the ramp has been completed by Mr. Pratt. It was necessary to do some extra work as this went along; the ramp had to be extended eight feet inboard and filled in with concrete, and the approach was

blacktopped. Charges for the additional work amount to \$490.00. Mr. Pantaleo said that the state has indicated they will pay this entire cost, and he is recommending that Mr. Pratt be paid. The commissioners agreed that Mr. Pratt should be paid the \$1,883.00 under the original contract, plus the \$490.00 for the additional work, and Mr. Burch signed approval of same.

#### Secondary Road Agreement

The commissioners approved amendment to the agreement as designated by the SRC, releasing the money for secondary roads. The amendment limits force account work in accordance with the provisions of Section 24 of Article 89B of the Maryland Code. Mr. Burch initialed amendment as requested by the SRC.

Mr. Bowles left the meeting.

#### Library

Mr. Aud and Mr. Burch approved notification of Maryland State Department of Education that the county will qualify for state funds, having \$28,455.00 in the budget, and \$4,088.00 in the incentive fund, for library purposes.

Meeting adjourned.

Approved,



F. Elliott Burch, President